

Please insert the following title at page 3, line 7:

a⁵ --DESCRIPTION OF ILLUSTRATIVE EMBODIMENTS--

Please delete the title "Patent Claims" at page 6, line 1, and replace it with the paragraph:

a⁶ --What is claimed is:--

In the Claims:

Please cancel claims 1-5 without prejudice.

Please add new claims 6-21 as follows:

a⁷ --6. (new) A method for power optimization for a vehicle traveling over a route according to a schedule which includes a time reserve, the vehicle comprising a plurality of completely or partially autonomous drive systems, the method comprising:

identifying at least two completely or partially autonomous drive systems in the vehicle;

determining efficiency of each identified autonomous drive system; and

determining a power-saving travel mode for the vehicle using an optimization algorithm in which the efficiency of the identified autonomous drive systems is taken into consideration.

7. (new) The method as claimed in claim 6, wherein the autonomous drive systems comprise one or more drive systems from the group consisting of bogies with a separate drive and driven axles.

8. (new) The method as claimed in claim 6, wherein efficiency for each identified autonomous drive system is determined as a function of tractive force and vehicle speed.

9. (new) The method as claimed in claim 8, wherein the step of determining a power saving mode comprises combining the functions of efficiency of each identified autonomous drive system to form an overall function of efficiency for the vehicle for use in the optimization algorithm.

10. (new) The method as claimed in claim 8, wherein the step of determining a power saving mode comprises:
combining the functions of efficiency of each identified autonomous drive system to form a representative function of efficiency for the vehicle;
determining the number of autonomous drive systems in the vehicle; and
determining efficiency on the basis of the representative function of efficiency and the number of autonomous drive systems in the optimization algorithm.

11. (new) The method as claimed in claim 8, further comprises determining an on/off state for each autonomous drive system and wherein the efficiency of the identified autonomous drive systems and their respective on/off states is taken into consideration in the optimization algorithm to determine a power saving mode.

12. (new) The method as claimed in claim 6, wherein autonomous drive systems are identified by taking boundary conditions into account, the boundary conditions consisting of one or more conditions taken from the group comprising expected tractive force, expected braking force, adhesion coefficients, temperature, and influences in the drive dynamics.

13. (new) The method as claimed in claim 6, further comprising determining an optimum combination of the autonomous drive systems for use while travelling over the route.

14. (new) A method for power optimization for a vehicle traveling over a route according to a schedule which includes a time reserve, the vehicle comprising a plurality of completely or partially autonomous drive systems, the method comprising:

identifying at least two completely or partially autonomous drive systems in the vehicle;
determining power loss of each identified autonomous drive system; and
determining a power-saving travel mode for the vehicle using an optimization algorithm in which the power loss of the identified autonomous drive systems is taken into consideration.

15. (new) The method as claimed in claim 14, wherein the autonomous drive systems comprise one or more drive systems from the group consisting of bogies with a separate drive and driven axles.

16. (new) The method as claimed in claim 14, wherein power loss for each identified autonomous drive system is determined as a function of tractive force and vehicle speed.

17. (new) The method as claimed in claim 16, wherein the step of determining a power saving mode comprises combining the functions of power loss of each identified autonomous drive system to form an overall function of power loss for the vehicle for use in the optimization algorithm.

18. (new) The method as claimed in claim 16, wherein the step of determining a power saving mode comprises:

combining the functions of power loss of each identified autonomous drive system to form a representative function of power loss for the vehicle;

determining the number of autonomous drive systems in the vehicle; and

determining power loss on the basis of the representative function of power loss and the number of autonomous drive systems in the optimization algorithm.

19. (new) The method as claimed in claim 16, further comprises determining an on/off state for each autonomous drive system and wherein the power loss of the identified autonomous drive systems and their respective on/off states is taken into consideration in the optimization algorithm to determine a power saving mode.

20. (new) The method as claimed in claim 14, wherein autonomous drive systems are identified by taking boundary conditions into account, the boundary conditions consisting of one or more conditions taken from the group comprising expected tractive force, expected braking force, adhesion coefficients, temperature, and influences in the drive dynamics.

21. (new) The method as claimed in claim 14, further comprising determining an optimum combination of the autonomous drive systems for use while travelling over the route.—
